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REPORT

OF THE

STATE TREASURER,

UPON THE

FINANCES OF THE COMMONWEALTH.

READ IN HOUSE OF REPRESENTATIVES, DECEMBER 9, 1834.

HARRISBURG:

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1834.

REPORT.

TREASURY OFFICE OF PENNSYLVANIA, }
Dec. 8, 1834. }

To the Honorable the Speaker of the House of Representatives.

Sir :—I have the honor herewith to transmit to the House of Representatives, a report on the subject of the Finances of the Commonwealth, as required by the act of the 16th March, 1832.

I am, very respectfully,

Your obedient servant,

A. MAHON, *State Treasurer.*

REPORT ON THE SUBJECT OF FINANCE.

To the Hon. the Senate and House of Representatives of the Commonwealth of Pennsylvania.

GENTLEMEN :—In obedience to the provisions of an act of Assembly, requiring the State Treasurer to make an annual report on the subject of finance, passed 16th March, 1832, the following report is respectfully submitted :

In preparing this report, the State Treasurer, as on former occasions, has confined it to those subjects connected with the condition of the treasury and finances of the State, necessary to support the faith and credit of the Commonwealth ; respectfully referring the Legislature for detailed exhibits of the financial operations of the government to the several reports of the Auditor General, the Commissioners of the Internal Improvement fund, Canal Commissioners, and the printed report of the State Treasurer, which are required by law to be made to the Legislature.

I. Of the public debt, &c.

Loans not pertaining to canals and railroad purposes,

\$ 1,840,000 00

Debts due by appropriations to miscellaneous objects. (See statement C.)

358,243 73

Union Canal stock, per act of 1833,

200,000 00

Loan to Eastern penitentiary, per act of 28th March, 1831,

120,000 00

\$2,518,243 73

Debt pertaining to internal improvement by canal and rail-roads,

21,005,003 32

\$ 23,523,247 05

II. Of the public property of the State, viz.

Bank Stock,	\$ 2,108,700 00
Turnpike and bridge stock,	2,116,605 19
Canal and navigation stock,	410,000 00
	<hr/> \$5,067,105 19
To which may be added the value of the public works, canals and rail-roads, which may be safely estimated at their cost,	21,005,003 32
	<hr/> <hr/> \$ 26,062,108 51

III. Of the receipts and payments for the construction and repairs of canals and rail-roads, and payment of damages, for the financial year, 1834, viz.

RECEIPTS.

Balance of permanent loan per act of 16th of February, 1833,	\$1,229,354 44
Temporary loan per act of 27th January, 1834,	300,000 00
Refunded by the commissioners of the internal improvement fund, per act of 23d December, 1833,	100,000 00
Part of permanent loan per act of 5th April, 1834,	2,000,000 00
	<hr/> \$ 3,629,354 44

IV. Payments for the construction and repairs of canals and rail roads, and for the payment of damages for the fiscal year 1834, viz:

Paid the commissioners of the internal improvement fund, balance of loan per act of 16th February, 1833	\$1,229,354 44
Do. Temporary loan per act of 27th January, 1834.	300,000 00
Do. Out of the State Treasury, per act of 23d December, 1833.	100,000 00
Do. Part of permanent loan, per act of 5th April, 1834.	2,000,000,00
	<hr/> \$3,629,354 44

This sum was applied by the commissioners of the internal improvement fund, to refund the State Treasury \$100,000 00, temporarily appropriated to the repairs of the public works, per act of 23d December, 1833, to pay the temporary loan, per act of 27th January, 1834, and the residue \$3,229,354 44, was transferred to the Treasury of the board of Canal Commissioners, for the purposes of the construction and repairs of canals and rail roads and for the payment of damages.

As a statement in detail, shewing the application of the funds appropriated to the purposes of internal improvement, will be given by the board of canal commissioners, in their annual report to the Legislature, it is deemed unnecessary to be introduced into this report.

V. Of the public revenue and expenditures for the financial year 1834, not pertaining to internal improvement, by canals and rail roads, viz:

RECEIPTS.

Premium on the balance of the permanent loan of 16th February, 1833.	\$69,373 39
Do. per act of 5th April, 1834.	85,900 00
Ordinary and miscellaneous revenue	1,092,120 22
	<hr/> \$1,247,393 61

Balance in the Treasury at the end of the fiscal year 1833.	367,423 30
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Amounting in the aggregate to	\$1,614,816 91
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DISBURSEMENTS FOR 1834.

Paid the commissioners of the internal improvement fund, to pay interest on the public debt for canals and rail roads, and to pay salaries of toll collectors and lock keepers.	\$919 060 84
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To pay interest on the public debt not pertaining to canal and rail roads	103,925 00
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Ordinary expenses of Government, including appropriations to miscellaneous objects	537,738 87
	<hr/> \$1,560,724 71

Balance in the Treasury at the end of fiscal year 1834, (See Statement A.)	54,092 20
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\$1,614,816 91

VI. Estimated receipts and expenditures at the State Treasury during the financial year ending 31st October, 1835, exclusive of future loans, premiums on future loans, appropriations which may be made to miscellaneous objects, and exclusive of the balance of the appropriation for the purposes of internal improvement, per act of 5th April, 1834, not called for during the last year, amounting to \$ 265,400 00.
(See statement B.)

RECEIPTS.

Premiums on balance of loan of 1834,	\$ 13,349 62
Canal tolls,	700,000 00
Ordinary and miscellaneous revenue,	939,800 00
	<hr/> \$1,653,149 62

Balance in the Treasury, 31st October, 1834,	54,092 20
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Aggregate amount of estimated receipts,	\$1,707,241 82
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ESTIMATED EXPENDITURES.

To pay interest on debt pertaining to canals and rail roads, and salaries of collectors and lock-keepers,	\$ 1,084,384 90
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To pay interest on loans not pertaining to canals and rail-roads,	105,000 00
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To refund the canal treasury, balance of the amount taken to pay interest 1st August last, per act of 5th April, 1834,	50,000 00	
To pay appropriations to miscellaneous objects—See statement C.	64,052 54	
Ordinary expenses of government,	298,000 00	
	<hr/>	1,601 437 44
Balance in the Treasury 1st November, 1835,		105,804 38
		<hr/>
		\$1,707,241 82

Statement C. appended to this report, exhibits the appropriations and balances of appropriations to miscellaneous objects, and estimates of the probable amount of those appropriations which will be required during the current year.

The appropriation to common schools by an act of the last Legislature, is embraced in statement C. appended to this report, but there having been no definitive action by the people throughout the Commonwealth in relation to this law, or any knowledge of how far its provisions would be accepted by the several school districts, when the estimates for the current year were made, the State Treasurer has been unable to form any judgment on which reliance could be placed of the amount likely to be required. Satisfactory information, however, on this point will no doubt be furnished by the Secretary of the Commonwealth, in his annual report to the Legislature as superintendent of public schools.

From causes unanticipated, and which could not be foreseen, the receipts into the Treasury for the past fiscal year, from several of the principal sources of the revenues of the State, have fallen materially below the estimates presented in the last report of the State Treasurer, and much below the receipts of previous years.

The failure of the Messrs. Allens, takers of the loan of 1833, to comply with their contracts, occasioned as they alledged, by the severe pressure on the money market, has produced a deficiency in the estimated receipts from premiums on loans of \$96,712 39.

The receipts from patenting lands have fallen greatly short of the estimate, for the past year, and exhibits a decrease of about \$40,000, compared with the average receipts from this source for the last ten years.

The reduction of the compound interest by a late law, has, no doubt, had its effect in curtailing the revenue derived from this source, and the agitation of the question, without any decisive action by the Legislature at its last session, to reduce the price of poor unpatented land, has rendered the proprietors of lands of this description, backward in making their payments. The estimate for the current year is about \$30,000, below the average receipts for the last ten years.

In addition to the causes assigned by the State Treasurer in his report to the last Legislature, for the failure of the revenue derived from

auction duties, may be added the recent derangement in the monied concerns of the country, producing an unusual inactivity in commercial and manufacturing pursuits, it being a business, the extent of which, is more immediately affected by the state of the money market, than that of any other commercial operation; the present estimate is founded on the average receipts for the last three years.

The Philadelphia Bank in consequence of the robbery recently committed on that institution, did not make its usual dividend last year, which produced a diminution in the estimate of revenue derived from dividends on bank stock, amounting to \$12,469 00. Not anticipating a similar occurrence during the present year, this item has been estimated at an amount corresponding with the usual receipts from this source of revenue, which have been subject to no material variation.

The revenue derived from tax on bank dividends during the last year, exceeded the estimate \$24,148 12, showing a material increase beyond that of former years, this result it is believed has arisen from causes which are not permanent, and the estimate therefore, for the present year has been predicated on the usual receipts from this source, allowing a reasonable increase for new banks, which will declare dividends, upon which this tax is assessed.

The estimates of revenue derived from store and tavern licenses have been substantially borne out by the receipts of the last year.

By an act passed at the last session of the Legislature, which went into operation on the 1st of September last, the revenues of the Commonwealth are directed to be paid into the State Treasury semi-annually on the 10th of July and 2d Tuesday of December, the operation of this law, will cause the revenues of the last year, derived from store and tavern licenses, together with that which will be collected previously to the 10th of July next, to be paid into the State Treasury during the current year; upon this supposition is founded the advance on the estimate of those revenues, for the present fiscal year.

The law last referred to, changed the time of the payment of the revenues derived from direct taxation into the State Treasury, from the 10th of September to the 2d Tuesday of December—a period beyond the termination of the last fiscal year—which no doubt produced the failure in those revenues for the last year, and which will produce a corresponding increase for the present year: Upon this fact, and the same law compelling semi-annual payments of revenue into the State Treasury, is founded the advance on the estimates derived from these sources for the current year.

The revenue received from tolls at the Treasury, during the last fiscal year, amounted to \$309,789 15, to which, when \$13,745 93 (the amount in the hands of collectors at the close of the year,) is added, exhibits an aggregate amount of receipts of \$323,535 08; falling below the estimate of last year, \$176,464 92; and as this deficiency may be regarded as excessive, it becomes the duty of the State Treasurer briefly to advert to the causes which, in his opinion, have produced this unfavorable result.

The duty assigned to the State Treasurer, by the act of the 26th March, 1832, involves no other responsibility than that of presenting his own views of the financial concerns of the State, and which he has always made it his duty to accompany with the reasons on which they are founded. They are submitted to the Legislature for its action and revision, and whenever founded in error, are open to correction.

In making up the estimates of receipts of tolls on the canals and rail-roads, presented in the last annual report, the data were exhibited from which the results were anticipated. The failure to produce the amount of tolls then estimated, admits of explanation, which it is his duty to make, as well to preserve confidence in the estimates now presented, as to exonerate him from the charge of a disposition to exaggerate the productiveness of the public works, with a view to mislead the public mind.

At the time the last estimate of the amount of tolls from the public works was presented to the Legislature, he could not have anticipated the derangement of the monied concerns of the country, which subsequently occurred, and which was most severe when business is most usually active, giving a check to commercial operations, which continued for a considerable time afterwards. Additional causes operated to disappoint the well-grounded calculations of the amount of tolls to be realized, in the estimate then submitted: It will be found, on reference to the Treasurer's report made at the last session, that the estimate of the receipts from tolls was mainly based on the fact, that there would be open in the spring of 1834, and in active operation, an entire line of communication between Philadelphia and Pittsburg, for the transit of produce and merchandise; and that by the completion of a single track of the Columbia rail-road, at the commencement of the season, a great increase of tolls would arise from this important section of the public improvements. A single track of the Columbia rail-road was completed at the opening of the spring—but in order to comply with the law passed at the last session of the Legislature, to complete the second track, it was found necessary, to accomplish its speedy completion, to permit contractors and workmen to use the first, to transport the materials necessary to complete the second track, which produced so great an interruption to any travel on this road, that individuals and companies were discouraged from embarking in the business of transportation until the season was considerably advanced. From this cause there has arisen a failure on this portion of the public works to produce the amount of tolls estimated to be derived from it during the last year. A single track of rail-road was ready for travel on the Allegheny portage, at an early period of the last season. The important fact, so long a subject of doubt and speculation by many, was triumphantly established—of the decided superiority of this line of communication for the transit of goods and merchandise between the east and west: and goods were delivered through it from Philadelphia to Louisville, and other remote places on the Ohio, in a much

shorter time than had ever before been accomplished, through the means of any other communication. So satisfactory and complete was this demonstration, that, at an early period of the navigation, a direction was given to a greater quantity of goods and merchandise than there existed the necessary means and facilities of transporting across the portage summit. Want of cars for the rail-road transportation, and a sufficient number of boats on the western side of the navigation, produced delays and disappointments in the delivery of goods; and, from an apprehension that these causes would continue to exist, a different direction was given to the conveyance of a large quantity of merchandise, which had been destined to pass by this route; and the business in the early part of the spring, was, from these causes, greatly curtailed. But the most prominent cause which operated to reduce the business on this route, was the extreme lowness of the Ohio at Pittsburg, extending from early in July till November, causing an interruption of this great outlet an unprecedented length of time. In consequence of this interruption in the navigation of the Ohio, a large amount of merchandise, which had been destined to be transported by the Pennsylvania line, was transferred to other channels.

Notwithstanding the failure of this line of communication to realize the amount of tolls estimated for the past year, from the causes stated, its partial operations have established its decided superiority, as the safest, most expeditious, and in the end the cheapest conveyance for products and merchandise between the eastern and western waters.

The experiment of the past season has so satisfactorily established this superiority, that arrangements are now making to provide all the necessary appliances to secure the most extensive transportation for the ensuing season. The companies now existing will be prepared to double their present means for carrying goods, and other associations are forming to multiply and accelerate the transportation on this great thoroughfare.

The business on the Branch canals has been more limited than was anticipated. The state of the times, no doubt, having had its influence in reducing the business on them. The navigation of the North Branch was interrupted by the repairs of the Nanticoke dam; and the West Branch canal was not prepared for navigation to its point of destination, until an advanced period of the season, and was not brought within the reach of the extensive operations contemplated by the Lycoming coal company.

Far as the receipts from all the public improvements have fallen below the estimates of the last year, they have considerably more than doubled the receipts from the same sources the preceding year; and but for the causes assigned, they would have fully realized the estimate made of them.

A comparison of the progressive increase of the tolls from the public works of this State, with the New York canals, augurs the most favorable results to our improvements, and exhibits a gradual pro-

ductiveness fully equal to the New York canals, as will appear by the following tabular statement:

Pennsylvania canals & rail-roads.			New York canals.		
1830	1st year	\$27,012 90	1st year	1820	\$5,437 84
1831	2 "	38,241 20	2 "	1821	14,388 47
1832	3 "	50,909 57	3 "	1822	64,072 40
1833	4 "	151,419 69	4 "	1823	152,958 33
1834	5 "	309,789 15	5 "	1824	340,761 07
			6 "	1825	566,112 97
			7 "	1826	762,003 60
			8 "	1827	859,058 48
			9 "	1828	835,407 28
			10 "	1829	795,054 52
			11 "	1830	1,032,599 13
			12 "	1831	1,194,610 49
			13 "	1832	1,195,804 23
			14 "	1833	1,422,695 22

The report of the canal commissioners will furnish more in detail the reasons which have been referred to by the State Treasurer, explanatory of the failure of the canals and rail-roads to make good the receipts of tolls for the past year, and will confirm the ground on which, under all circumstances, the State Treasurer feels warranted in estimating the receipts from them during the current year at \$700,000 00, an estimate sanctioned by the joint judgment of the canal commissioners and the commissioners of the internal improvement fund.

There will fall due on the 1st of May next, \$60,000, of the permanent loan of 1826, taken by the bank of Montgomery county, redeemable at the expiration of its charter; and as the payment of permanent loans has never been considered in the nature of ordinary demands on the Treasury; but payable at maturity, by legislative authority and by means specially provided. The payment of this loan has not been embraced in the estimated expenditures of the current year.

By the law under which this report is made, the State Treasurer is required to suggest plans of revenue which may be necessary to sustain the faith and credit of the State; and as in consequence of the unprecedented pressure upon the Treasury during the last year, arising from the extensive failure in several of the important revenues of the State, and the unusually large amount of appropriations to special objects which were required, which has tended materially to diminish the resources of the State for the present year, it would appear to be inexpedient to subject the ordinary revenues to the payment of the loan falling due in May next. The State Treasurer would therefore respectfully suggest the adoption of the course which has been heretofore pursued, under similar circumstances, viz: To authorize a new loan to be applied to its liquidation; or should this plan be deemed inadvisable, to require the several banks whose charters have been recently extended, to pay the "bonus or premium," which the state has re-

served the right to exact, as a consideration for the privileges granted, and to which they will be subject during the current fiscal year, and if the amount exacted from other banks for similar privileges, be made the standard, a greater amount than is necessary to pay this loan, it is believed may be realized from this source.

The estimated condition of the Treasury on the 1st of February and August next, the periods fixed for the semi-annual payment of interest on the public debt, will be found in the report of the commissioners of the internal improvement fund, in which plans are suggested to meet probable deficiencies, which may occur at those periods during the current year; and are consequently deemed unnecessary to be introduced into this report; to which the Legislature are respectfully referred.

All of which is respectfully submitted.

A. MAHON,
State Treasurer.

December 8, 1834.

STATEMENT A.

Receipts and Payments at the Treasury Office of Pennsylvania, during the fiscal year ending 31st October, 1834.

RECEIPTS.

Loan per act of 16th February, 1833,	\$1,229,354 44	
“ “ 5th April, 1834,	2,000,000 00	
	<hr/>	\$3,229,354 44
Temporary loan, 27th January, “	300,000 00	
Refunded by the commissioners of the internal improvement fund, per act of 23d December, 1833,	100,000 00	
	<hr/>	400,000 00
Premiums on loan of 1833,	69,373 39	
Do. 1834,	85,900 00	
Auction commissions,	12,300 00	
“ duties,	65,416 71	
Bank bonuses,	42,506 17	
Canal and rail-road tolls,	309,789 15	
Collateral inheritances,	17,187 46	
Dividends on bank stock,	127,531 00	
Dividends on bridge, turnpike and navigation stock,	24,978 67	
Escheats,	989 61	
Fees of the Secretary's office,	665 70	
Hawkers' and pedlers' licenses,	3,273 56	
Increase of county rates and levies,	190,910 73	
Tax on personal property,	27,508 32	
Lands and Land office fees,	33,707 92	
Militia and exempt fines,	1,160 70	
Pamphlet laws,	115 63	
Old debts and miscellaneous,	1,902 49	
Tax on bank dividends,	74,148 12	
Tax on certain offices,	11,216 30	
Tax on writs, &c.,	24,203 34	
Tavern licenses,	53,223 57	
Retailers' licenses,	65,632 17	
Tin and clock pedlers,	2,122 76	
Tax on coal companies,	1,437 60	
State maps,	192 54	
	<hr/>	1,247,393 61
		<hr/>
		4,876,748 05
Balance on hand, 31st October, 1833,		367,423 30
		<hr/>
		\$5,244,171 35
		<hr/>

PAYMENTS.

Internal improvement fund, for construction of canal and rail-road, viz:

Loan of 16th February, 1833,	\$1,229,354 44
“ 5th April, 1834,	2,000,000 00
	<hr/> \$3,229,354 44

Internal improvement fund:—

Temporary loan per act of 27th January, 1834,	300,000 00
Advanced out of the Treasury, per act of 23d December, 1833,	100,000 00
	<hr/> 400,000 00
Ditto to pay interest, toll collectors, lock keepers, &c.,	919,060 84
Turnpike roads, state roads, bridges, &c.,	49,740 95
Expenses of Government,	227,187 46
Militia expenses,	21,075 87
Pensions and gratuities,	25,613 78
Education,	40,590 43
House of Refuge,	5,000 00
Interest on loans not pertaining to canals and rail-roads,	103,925 00
Pennsylvania claimants,	2,144 90
Eastern penitentiary,	84,622 91
Western do.,	64,111 75
Conveying convicts and fugitives,	2,459 60
Defence of the State,	40 00
Miscellaneous,	15,151 22
	<hr/> \$1,560,724 71

5,190,079 15

Balance in Treasury, 31st October, 1834,

54,092 20

\$5,244,171 35

STATEMENT B.

Estimate of Receipts and Payments at the Treasury of Pennsylvania, for the year ending 31st October, 1835.

RECEIPTS.

Balance of loan per act of 5th April, 1834,	\$265,400 00
Premium on balance of loan of 1834,	\$13,349 62
Auction commissions,	12,000
“ duties,	80,000
Bank bonuses,	52,500
Canal and rail-road tolls,	700,000
Collateral inheritances,	30,000
Dividends on bank stock,	140,000
Dividends on bridge, turnpike and navigation stock,	25,000

Escheats,	\$1,000 00
Fees of the Secretary's office,	600
Hawkers' and pedlers' licenses,	3,000
Increase of county rates and levies,	220,000
Tax on personal property,	60,000
Lands and Land office fees,	40,000
Militia and exempt fines,	1,400
Pamphlet laws,	100
Old debts and miscellaneous,	5,000
Tax on bank dividends,	55,000
Tax on certain offices,	13,000
Tax on writs, &c.,	24,000
Tavern licenses,	80,000
Retailers' licenses,	95,000
Tin and clock pedlers' licenses,	2,000
State maps,	200 00
	<hr/> \$1,653,149 62

	1,918,549 62
Balance in the Treasury, 31st October, 1834,	54,092 20
	<hr/> \$1,972,641 82

P A Y M E N T S.

Canals and rail-roads, balance of loan of 1834,	\$265,400 00
Commissioners of the internal improvement fund, to pay interest, salaries of collectors, lock keepers, &c.,	\$1,084,384 90
Turnpikes, bridges, &c.,	14,052 54
Expenses of Government,	225,000
Militia expenses,	21,000
Pensions and gratuities,	38,000
Education,	16,000
House of Refuge,	5,000
Eastern penitentiary,	10,000
Interest on loans not pertaining to canals and rail-roads,	105,000
Conveying convicts and fugitives,	2,000
Miscellaneous,	12,000
Pennsylvania Institution for instructing the blind,	19,000
To refund canal treasury balance of amount taken to pay interest on the 1st of August last, per act of 15th April, 1834,	50,000 00
	<hr/> \$1,601,437 44

	1,866,837 44
Balance in the Treasury, 31st October, 1835,	105,804 38
	<hr/> \$1,972,641 82

STATEMENT C.

Appropriations and balances of appropriations unpaid, 1st November, 1834, with an estimate of the amount likely to be called for during the year 1835.

<i>Turnpikes.</i>		
	Am't appropriated.	Est. of am't likely to call'd for.
Lycoming and Potter turnpike road,	\$1,956 59	\$1956 59
York and Gettysburg,	6 09	
Downingtown, Ephrata and Harrisburg,	69 63	
Huntingdon, Cambria and Indiana,	25 95	
Philadelphia, Brandywine and New London,	12,500	
Washington and Pittsburg,	33 67	
Chambersburg and Bedford,	118 22	
Harrisburg and Millerstown,	300 50	
Little Conestoga,	22 04	
Derrystown and Northumberland,	4,607 50	
Milesburg and Smethport,	2,373 45	2373 45
Gettysburg and Hagerstown,	20,000	
Abington and Waterford turnpike road, \$7,000 appropriated, but not more than \$1,222 50 to be paid in any one year, (act of 20th March, 1834,)	3,777 50	1222 50
Warren and Ridgeway turnpike road, \$5000 appropriated per act of 9th April, 1834, but not more than \$2,500 to be paid in any one year,	5,000	2500
	<u>\$50,791 14</u>	<u>\$8,052 54</u>
<i>Bridges.</i>		
Juniata bridge,	1,000	
Columbia bridge,	50,000	
Bridge over Ten Mile creek, per act of 1833,	1,000	1000
Monongahela bridge at Williamsport, per act of 1832,	15,000	
Towanda bridge, per act of 1833,	10,000	5000
	<u>\$77,000</u>	<u>\$6,000</u>
<i>Education.</i>		
Jefferson college,	2,000	2000
Washington college, appropriation per act of 1834, \$1000 per annum for three years,	3,000	1000
Deaf and dumb institution, not to exceed \$8,000 per annum for five years, per act of 1833,	32,000	8000

STATEMENT C.—CONTINUED.

<i>Education.</i>		Am't appropriated.	Est. of am't likely to be called for.
Pennsylvania college, at Gettysburg, \$3,000 for five years, from 1st Monday of June, 1834,	12,000	3000	
La Fayette college, at Easton, \$2,000 per annum for four years, from 1st May, 1835,	8,000	2000	
	<u>\$57,000</u>	<u>\$16,000</u>	
<i>Penitentiaries.</i>			
Penitentiary near Pittsburg, old balance,	114 98		
Eastern penitentiary, per act of 1833,	10,000	10000	
	<u>\$10,114 98</u>	<u>\$10,000</u>	
<i>Miscellaneous.</i>			
House of Refuge, per act of 1833, \$5,000 per annum for three years,	5,000	5000	
Commissioners of Erie county, to be collected from the owners of unpatented lands, Susquehanna river and branches, per act of 1821,	2,500		
	2,000		
Susquehanna river from Columbia to tide water, (act of 26th March directs this balance to be paid to the Columbia bridge company, when double tracks of rails are laid on said bridge,)	4,012 52		
Susquehanna river, from Columbia to Northumberland,	8,078		
Pennsylvania institution for instructing the blind, per act of 1834,	63,353 34	19000	
Repairing and painting public buildings, per resolution of 4th April, 1833, balance,	913 75		
Wardens of the port of Philadelphia, for repairing piers and wharves at Gloucester Point,	2,5000		
Public schools, per act of 1834,	75,000		
	<u>\$163,337 61</u>	<u>\$24,000</u>	
Total amount appropriated,		\$358,243 73	
Total estimate of amount likely to be called for,		64,052 54	